

# 5.7 Hazards and Hazardous Materials

This section examines whether Project implementation will create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials, or will expose people or structures to a significant risk of loss, injury or death involving wildland fire or aircraft hazards.

The analysis focuses on hazards and hazardous materials impacts associated with the adoption and implementation of the proposed General Plan, adoption and implementation of the revised Zoning Code and Subdivision Code, and adoption and implementation of the Magnolia Avenue Specific Plan, as these actions have the potential to affect the placement of land uses adjacent to hazards and locations of known contamination. Although the Citywide Design Guidelines and Sign Guidelines only address site planning, building design and community aesthetics and are thus not considered relevant to this analysis, the guidelines facilitate public services in the City and largely assist with emergency response.

## Environmental Setting

### Hazardous Materials and Wastes

A hazardous material is defined in the General Plan Public Safety Element as any material that because of its quality, concentration or physical or chemical characteristics poses a significant potential hazard to human health or safety or to the environment. Such materials may be released through spilling, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping or disposing into the environment. Many businesses in the Project Area are allowed to handle and transport hazardous materials, such as dry cleaners and automotive businesses. The federal Environmental Protection Agency (EPA) and other federal, state and county regulatory agencies closely monitor these businesses and the disposition of hazardous materials.

Less than one percent (0.6%) of developed land in the Project Area is designated for industrial use such as manufacturing and warehousing activities. However, over 730 commercial businesses located throughout the Project Area are small-quantity generators that produce hazardous waste and have business emergency plans for the chemicals they use. These businesses include automotive repair, gas stations, photograph processing, dry cleaners, printing companies, manufacturers and educational facilities. Pursuant to federal law, all such generators must register with the EPA for record-keeping and recording.

The EPA has established the Toxics Release Inventory (TRI), a publicly available database containing information on toxic chemical releases and other waste management activities of chemicals reported annually by certain industry groups as well as federal facilities. Within the Planning Area, a total of 12 sites have been identified on the TRI database (U.S.

Environmental Protection Agency Toxic Release Inventory Program, 2003) as shown in **Figure 5-10** (Hazardous Waste Sites) and Table 5.7-1.

**Table 5.7-1****TRI On- and Off-site Reported Releases for Facilities in the Project Area (in pounds)**

<b>Facility</b>	<b>Location</b>	<b>Chemical</b>	<b>Total On-site Releases (in lbs)</b>	<b>Total Off-site Releases (in lbs)</b>	<b>Total Releases (in lbs)</b>
<b>Reporting Facilities Having Chemical Releases</b>					
Hydroséal Polymers, Inc.	12151 Madera Way	1,1-dichloro-1-fluoroethane, polychlorinated alkanes, styrene	9,337	0	9,337
BF Goodrich Aerospace	8200 Arlington Ave.	methyl ethyl ketone, methyl isobutyl ketone	32,485	0	32,485
Carpenter Co. Inc.	7809 Lincoln Ave.	toluene diisocyanate (TDI)	755	0	755
Vertis, Inc.	7190 Jurupa Ave.	ethylene glycol	5,608	0	5,608
KMC Wheel Co.	1455 Columbia Ave.	aluminum (fume or dust)	20,386	0	30,386
New Basis	2626 Kansas Ave.	styrene	34,594	0	34,594
<b>Reporting Facilities Having No Chemical Releases</b>					
220 Labs	2375 Third St.	lead compounds	0	0	0
Cardinal Healthcare (formerly Allegiance Healthcare)	1660 Iowa Ave. Suite 100	di(2-ethylhexyl) phthalate	0	0	0
Bourns, Inc.	1200 Columbia Ave.	lead compounds	0	0	0
Caddock Electronics, Inc.	3127 Chicago Ave.	lead	0	0	0
Pepsi Bottling Group L.L.C	6659 Sycamore Canyon Blvd.	certain glycol ethers, peracetic acid	na	na	na

Source: US EPA Toxic Release Inventory Program, September 2003 and April 2004.

All motor carriers and drivers involved in the transportation of hazardous materials must comply with the requirements of federal and state regulations, and must apply for and obtain a hazardous materials transportation license from the California Highway Patrol. When transporting explosives, inhalation hazard and highway route-controlled quantities of radioactive materials, safe routing and safe stopping-places are required. The driver is required to display warning placards or markings while hauling hazardous materials.

**Figure 5-10** (Hazardous Waste Sites)  
(b/w 8x11)

## Contaminated Sites

Past activities have led to the contamination of two sites in the Project Area. The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, is a federal law designated to protect the environment from risks created from previous chemical disposal practices. The two sites within the Planning Area that are identified as Superfund sites are a parcel at the University of California, Riverside (UCR) located at 1060 Pennsylvania Avenue and Alark Hard Chrome at 2777 Main Street, shown in **Figure 5-10** (Hazardous Waste Sites). The Alark Hard Chrome site has been closed off and is currently undergoing cleanup activities. The UCR site was previously remediated.

Leaking underground storage tanks (LUSTs) containing fuels are collectively one of the greatest environmental concerns of the past several decades. The California Regional Water Quality Board, in cooperation with the City of Riverside Office of Emergency Services, maintains an inventory of LUST sites throughout the state. Some of these fuel leaks resulted in substantial soil and groundwater contamination. Other sites have been cleaned and redeveloped.

The California Accidental Release Prevention (CalARP) program was established to prevent accidental releases of substances determined to potentially pose the greatest risk of immediate harm to the public and the environment. The program is also intended to mitigate the effects of an accidental release. The stationary sources in the Project Area having developed risk management programs (RMPs) are shown in Table 5.7-2. Compliance with the provisions of the CalARP program substantially meet the Risk Management Program requirements established by the EPA.

**Table-5.7-2**  
**CalARP RMP Facilities in the Project Area**

Facility	Location	Chemical <sup>1</sup>
Carpenter Co.	7809 Lincoln Ave.	122,160 lbs of TDI 4 244,320 lbs of TDI 2
City of Riverside Public Utilities	3670 Placentia Lane	1,391.5 lbs chlorine gas
City of Riverside	Water Quality Plant 5950 Acorn St.	7,000 lbs chlorine, 7,000 lbs sulfur dioxide
Mills Filtration Plant	550 Alessandro Blvd.	10 tons chlorine
Ralphs Grocery Co. Distribution	1500 Eastridge Ave.	79,967 lbs anhydrous ammonia
Stremicks Heritage Foods	11503 Pierce St.	6,500 lbs anhydrous ammonia
Specialty Brands Co.	3038 Pleasant St.	40,000 lbs anhydrous ammonia
Swiss Dairy Corp.	4221 Buchanan St.	8,000 lbs anhydrous ammonia
Pepsi Bottling Group	6659 Sycamore Canyon Blvd.	50,000 lbs anhydrous ammonia
Wild Oats	2360 Cottonwood	9,500 lbs anhydrous ammonia

Source: City of Riverside Fire Department, Joan Breeding Letbetter, Deputy Fire Marshal, 2003.

<sup>1</sup> The release of chemicals on these sites does not reflect potential adverse effects on human health and the environment. The determination of potential risk depends upon many factors, including toxicity of the chemical and the amount and duration of human or other exposure to the chemical after release.

Given City of Riverside's proximity to the Santa Ana River and the City's heavy reliance upon local groundwater basins for drinking water, improper use and disposal of hazardous materials poses a significant threat. Sources of possible contaminants include septic systems, composting activities and business practices. At present, the water supplied by the Riverside Public Utilities Department (RPU) typically meets or exceeds state and federal water regulations and guidelines. RPU staff monitors the quality of the water supply and complies with state and federal regulatory activity requirements.

The City owns a total of 133 active and inactive wells. In 2002, an assessment of wells in the Bunker Hill Basin was completed. Contamination plumes in a small number of inactive wells in the Bunker Hill Basin contain Trichloroethylene (TCE), dibromochloropropane (DBCE) and perchlorate plumes. These contaminants are being mitigated through water treatment and other methods. Prior DBCE contamination is primarily related to herbicide use in orange groves. Refer to Section 5.16 (Utilities and Service System) for more information regarding groundwater basins.

## Wildfire Hazards

Due to its weather, topography and native vegetation, nearly all Southern California area is at some risk from wildland fires. The extended droughts characteristic of California's Mediterranean climate result in large areas of dry vegetation that provide fuel for wildland fires which can spread into urban areas.

Wildland-urban fires occur when a fire burning in wildland vegetation gets close enough to ignite urban structures. Areas of dense, dry vegetation, particularly in canyon areas and hillsides pose the greatest wildland fire potential. The major urban/rural interface areas of high fire risk include Mount Rubidoux, the Santa Ana River basin, Lake Hills, Mockingbird Canyon/Monroe Hills, Varsity Hill, Sycamore Canyon, Box Springs Mountain and the La Sierra/Norco Hills. These areas are shown in **Figure 5-11** (Fire Hazard Areas).

The City of Riverside Fire Department (RFD) is a first responder to fire emergencies. Refer to Section 5.13 (Public Services) for more information regarding RFD operations. In addition to the RFD stations in the City of Riverside, the Riverside County Fire Department also provides service to portions of City of Riverside and unincorporated territory within the City's sphere of influence.

## Airport Hazards

Riverside Municipal Airport is situated on 451 acres in the northwest portion of the Project Area, bordered by Arlington Avenue to the south, Hillside Avenue to the east, Van Buren Boulevard to the west and Central Avenue to the north. The airport is classified as a Reliever General Aviation Airport and is owned and operated by the City. The City of Riverside Airport Commission acts as an advisory board and oversees airport operation. Airport development is programmed in the Riverside Airport Master Plan, which was last updated in 1999 in cooperation with the Federal Aviation Administration. Aircraft approach and departure traffic patterns associated with Riverside Municipal Airport operations fly over developed areas of the City. **Figure 5-12** (Airport Safety Zones) identifies the zones where land use activities are restricted.

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**Figure 5-11** (Fire Hazard Areas)  
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**Figure 5-12** (Airport Safety Zones)  
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The approximately 2,400-acre March Air Reserve Base (MARB) is located southeast of the Project Area between the City of Riverside and the City of Moreno Valley. MARB had earlier served as a United States Air Force Base. In 1996, the Department of Defense redesignated the base as an air reserve base. A Joint Powers Authority (JPA), of which the City of Riverside is an active participant, administers operations on the base. In addition to the air reserve activities, the JPA's long-range plan calls for the base to serve as an inland port, accommodating cargo in transfers between ground and air shipping.

Flabob Airport, located west of the Santa Ana River in the unincorporated community of Rubidoux, is approximately two miles northwest of the City of Riverside's Central Business District. Its influence in the Project area, along with that of the Riverside Municipal Airport and MARB is shown in **Figure 5-12** (Airport Safety Zones).

Aircraft crash risk is an important consideration in land use planning around air facilities. **Figure 5-12** (Airport Safety Zones) shows heightened hazard areas for Riverside Municipal, Flabob and MARB. These zones establish areas where the risk of a crash is determined in relation to take off and landing patterns. Even though the MARB is not located within the City of Riverside, flight patterns shown on **Figure 5-12** (Airport Safety Zones) impact the neighborhoods of Orangecrest, Mission Grove and Sycamore Canyon/Canyon Springs.

Also shown in **Figure 5-12**, the Riverside Municipal and Flabob Airports involve six zones of airport influence areas, as delineated in the Draft 2004 Riverside County Airport Land Use Compatibility Plan. Although located outside the Planning Area, portions of the Flabob Airport Land Use Compatibility Plan affect the City. Affected areas correspond to the largely undeveloped areas or areas with low intensity residential development north and west of Brockton Avenue.

March JPA is currently preparing a Joint Land Use Study (JLUS) to investigate issues relative to the site's planned military and cargo port uses. With regard to MARB, a Air Installation Compatible Use Zone (AICUZ) Study performed by the United States Air Force designates a "Clear Zone" and two "Accident Potential Zones" (APZs) based on landing thresholds for each runway at the base. These zones are 3,000 feet in width and extend from the runway along the extended runway centerline. The AICUZ program provides recommendations for compatible uses within each zone. Within the APZs, a variety of uses are compatible; however, people-intensive and hazardous uses are restricted because of the increased risk of aircraft accidents. [These zones are shown in **Figure 5-12**.]

## Emergency Response

The Emergency Management Office within the City of Riverside's Fire Department coordinates emergency response, disaster preparedness and disaster recovery by activating the Standardized Emergency Management System (SEMS). The Office prepares an Emergency Operations Plan, which is continuously updated as conditions warrant.

The Emergency Operations Center (EOC) is a secure facility where designated City personnel congregate to work in response to a disaster. The EOC is located in the basement of the Downtown Police Department at 4102 Orange Street.

## Thresholds for Determining Level of Impact

For the purposes of this EIR, a significant impact will occur if Project implementation will:

- Create a significant hazard to the public or the environment through the routine use, transport, storage or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or public use airport, would result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, would result in a safety hazard for people residing or working in the project area.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

## Environmental Impact

### Hazardous Materials and Wastes

Development pursuant to Project policies and regulatory standards will result in the addition of up to 38,100 new dwelling units and 39,600,000 square feet of new non-residential construction over the 20 year horizon of the General Plan within the Planning Area. The construction and operation of this development creates some potential for the introduction of hazardous materials and wastes into the Planning Area.

The current regulatory environment provides a high level of protection from the hazardous materials manufactured within, transported to and stored in industrial and educational facilities within the Project Area. The City will continue to enforce disclosure laws that require all users, producers and transporters of hazardous materials and wastes to clearly identify the materials that they store, use or transport, and to notify the appropriate city, county, state and federal agencies in the event of a violation. By recognizing these hazards and ensuring that an educated public can work with City officials to minimize risks associated with hazardous materials in the urban environment, the City of Riverside and its sphere of influence can maintain safe conditions area-wide.

Any new development facilitated by City planning policies and zoning regulations that involves contaminated property will involve the clean up and/or remediation of the property

in accordance with federal, state, and local requirements and regulations. No construction will occur at such locations until a “no further action” or similar determination is issued by the City’s Fire Department, the State Department of Toxic Substances Control, the Regional Water Quality Control Board, and/or other responsible agencies.

In recognition of the potential risks associated with hazardous materials, the Public Safety Element includes the following policies to protect the community from hazardous materials:

- Policy PS-3.1:     Ensure that hazardous materials used in business and industry are handled properly.
- Policy PS-3.2:     Provide the Fire Department with resources to ensure that hazardous materials used and generated by businesses are handled properly.
- Policy PS-3.3:     Work with responsible Federal, State and County agencies to identify and regulate the disposal of toxic materials.
- Policy PS-3.4:     Reduce the risks associated with ground transportation hazards, where feasible.
- Policy PS-3.5:     Encourage sewer service to minimize groundwater contamination.

The policies listed above will significantly lessen impacts directly related to the Project. Individual development proposals will continue to comply with existing City standards and practices regarding storm drain facilities. These standards and practices include:

- Continued implementation of applicable portions of the Riverside County Hazardous Waste Management Plan.
- Continued implementation of the City’s Household Hazardous Waste Collection program.

The combined effect of Project policies and ongoing City practices will reduce programmatic level hazardous materials impacts to less than significant levels. No mitigation is required.

## Wildfire Hazards

Development pursuant to Project policies and regulatory standards will result in the addition of up to 38,100 new dwelling units and 39,600,000 square feet of new non-residential construction over the 20 year horizon of the General Plan within the Planning Area.

As stated above, the City is prone to wildland fires in urban-wildland interface areas of within the Project Area, as shown on **Figure 5-11**. The destruction of residential structures is the principal hazard during wildland-urban fires. Houses in areas of flammable wildland fuel are often ill-located, constructed and/or maintained to minimize the wildfire risk. Proactive efforts, such as better site planning, fire sprinkler systems, fire alarms and fire resistant roofing and construction methods can in combination lessen the likelihood and reduce the severity of urban fires.

The level of hazard to life and property is affected not only by fire but also by road access for evacuation, the number of available firefighters, vegetation clearance around property, availability of water and water pressure and the effectiveness of building/fire codes and inspection of developments in areas of higher fire hazard. The City's Fire Department will increase involvement in the planning process to minimize impact in urbanized areas most at risk for structural fires as well as areas in the urban fringe where fire has a greater potential to spread to outlying areas. The City will also reduce the destructive potential of fire by providing funding for the Fire Department so that it continues to provide adequate levels of fire protection and fire hazard education, especially for wildland fires.

Preventative measures will be undertaken on an individual basis to minimize fire risk, such as brush clearance and removal of other vegetation as potential fire "fuel". The current Uniform Fire Code will also be used to reduce structural fire hazards. These proactive measures are implemented as a part of the General Plan to reduce the risks associated with fires.

The Public Safety Element supports safety through policies designed to provide and enhance fire response. These policies are as follows:

- Policy PS-6.1: Ensure that sufficient fire stations, personnel and equipment are provided to meet the needs of the community as it grows in size and population.
- Policy PS-6.2: Endeavor to meet/maintain a response time of five minutes for Riverside's urbanized areas.
- Policy PS-6.3: Integrate fire safety considerations in the planning process.
- Policy PS-6.4: Evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire.
- Policy PS-6.5: Mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.
- Policy PS-6.6: Continue to implement stringent brush-clearance requirements in areas subject to wildland fire hazards.
- Policy PS-6.7: Continue to involve the City Fire Department in the review development process.
- Policy PS-6.8: Pursue strategies that maintain the City's Class 2 ISO rating.
- Policy PS-6.9: Provide outreach and education to the community regarding fire safety and prevention.
- Policy PS-6.10: Identify noncontiguous streets and other barriers to rapid response and pursue measures to eliminate the barriers.

Through implementation of above policies, the City will continue to reduce the potential for damage by dangerous fires by providing adequate fire fighting services, by protecting

hillsides and urban-wildland interface areas, by encouraging residents to plant and maintain drought-resistant, fire-retardant plant species on slopes to reduce the risk of brush fire and soil erosion and by working with the Fire Department to control hazardous vegetation. In addition, RPU and other local water service providers will work to ensure that water pressure is adequate for fire-fighting purposes. Development proposals within high-fire hazard areas will be required to implement fire management plans to minimize hazardous vegetation.

Implementation of the above project policies and continuation of existing practices unrelated to the Project will reduce the potential impact of wildland fire hazards to a less than significant level.

## **Airport Hazards**

Development pursuant to Project policies and regulatory standards will result in the addition of up to 38,100 new dwelling units and 39,600,000 square feet of new non-residential construction over the 20 year horizon of the General Plan within the Planning Area. Without careful planning, this new development could be located in an area at risk of aircraft related hazards.

The Riverside Airport Master Plan approved in November 1999 was a cooperative effort between the City and the Federal Aviation Administration. The City will continue to use the Master Plan to guide development on the airport to ensure the airport's long-term viability and to reduce the risk of potential aircraft-related hazards.

A primary means of reducing aircraft related hazards is the inclusion within the Zoning Code of the Airport Influence Overlay Zone (AI) which will apply to all properties within the airport safety zones identified in the Draft 2004 Riverside County Airport Land Use Compatibility Plan. The AI overlay restricts uses of properties, building heights and air/electronic emissions within the safety zones. In practice, the overlay zone will be applied to any underlying base zoning district. Application of the AI overlay zone will reduce risks relative to airport operations.<sup>1</sup>

The AI Overlay Zone should be distinguished from the Airport Zone (AIR); the latter is a fixed zoning district established in recognition of the importance of airport and aviation-related uses to the City's economy. While the AI Zone will be applied on top of base zoning designations anywhere in the City where airport operations present a need for protective measure,; the AIR zone is a base zoning designation that will be applied in the area around Riverside Municipal Airport, allowing uses complementary to airport operations.

The General Plan Public Safety Element provides the following policies to minimize the risk of hazards posed by air transportation:

Policy PS-4.1:        Minimize the risk of potential hazards associated with aircraft operations at the Riverside Municipal Airport, March Air Reserve Base/March Inland Cargo Port and Flabob Airport.

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<sup>1</sup> Notably, Flabob Airport safety zones do not extend into the Planning Area.

- Policy PS-4.2: Plan for future airport operations, considering possible expansion of airport operations, services and adjacent land uses.
- Policy PS-4.3: Encourage development in the vicinity of the Riverside Municipal Airport that would not cause land use conflicts, hazards to aviation or hazards to the public and that is in compliance with the Draft Riverside County Airport Land Use Compatibility Plan for the airport.
- Policy PS-4.4: Maintain open space adjoining the Riverside Municipal Airport, March Air Reserve Base/March Inland Cargo Port and Flabob Airport as required for safety for both the present runway configurations and for possible future expansion.
- Policy PS-4.5: Review the Riverside Municipal Airport Master Plan periodically to update operational and safety procedures, reflect State and Federal mandates, better utilize airport property and recommend land use capability standards for land surrounding the airport.
- Policy PS-4.6: Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards.
- Policy PS-4.7: Ensure compatible land uses near March Air Reserve Base/March Inland Cargo Port through participation of staff and elected officials in the adoption of the March Joint Land Use Study and the Riverside County Airport Land Use Compatibility Plan.
- Policy CCM-11.1: Protect flight paths from encroachment by inappropriate development.
- Policy CCM-11.2: Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with approved plans and applicable regulations.
- Policy CCM-11.3: Ensure that Riverside Municipal Airport continues to serve general aviation needs.
- Policy CCM-11.4: Support continued development of MARB/MIP.
- Policy CCM-11.5: Coordinate public and local transit with planning for air transportation.
- Policy CCM-11.6: Encourage the development of high-speed ground transportation systems to supplement the air travel system for meeting regional travel needs.
- Policy CCM-11.7: Ensure environmental impacts such as noise, air quality, traffic congestion and public safety hazards associated with continued operation of local airports are mitigated to the extent practicable.



- Policy LU-21.1: Work cooperatively with the March Joint Powers Authority to promote and facilitate business development associated with the March Inland Port.
- Policy LU-21.2: Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining and protecting airport influence zones around the MARB/MICP, Riverside Municipal and Flabob Airport and in implementing the new Airport Land Use Compatibility Plan.
- Policy LU-21.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by airport noise.
- Policy LU-21.4: Adopt and utilize an Airport Protection Overlay Zone coterminous with the Riverside County Airport Land Use Compatibility Plan.
- Policy LU-22.1: Promote additional aviation related/business uses in the area north of runway 9-27.
- Policy LU-29.1: Target industries that would benefit from proximity to the Airport.
- Policy LU-30.1: Reduce the impacts of existing and future aviation-related uses to the extent possible.
- Policy LU-67.1: Do not permit further amendments to the Mission Grove Specific Plan that would increase the residential intensity of the neighborhood or otherwise conflict with ongoing safe operations at March Air Reserve Base/Inland Port.
- Policy LU-67.2: Pursue appropriate annexation opportunities of the properties southerly of Alessandro Boulevard, between the City limit lines and the March Joint Powers Authority properties.
- Policy LU-67.3: Work cooperatively with the March Joint Powers Authority to ensure compatibility of land uses.
- Policy LU-73.1: Avoid creating any hindrance to safe operations at the March Air Reserve Base/Inland Port.; coordinate with the March Joint Powers Authority (JPA) as plans for the March Inland Port are formulated and implemented.
- Policy LU-73.2: Identify and proactively undertake logical annexation opportunities to improve the consistency and coherence of the neighborhood.
- Policy LU-73.3: Encourage local-serving retail development to provide nearby shopping opportunities within the neighborhood.
- Policy LU-73.4: Encourage the timely development of planned parks, schools and libraries.

Refer to Section 5.9 (Land Use and Planning) and Section 5.15 (Transportation and Traffic) for more information regarding policies related to airport operations.

Implementation of the above policies and continuation of existing practices will reduce potential air safety impacts to a less than significant level.

## Emergency Response

Development pursuant to Project policies and regulatory standards will result in the addition of up to 38,100 new dwelling units and 39,600,000 square feet of new non-residential construction over the 20 year horizon of the General Plan within the Planning Area. This increase of land use intensities proposed for the Project will affect the City's ability to respond to a disaster.

In the event of a disaster and in accordance with the emergency plans identified previously, the location of a shelter will only be established if needed; otherwise a "shelter-in-place" order will be enacted to provide protection. "Shelter-in-place" is intended to protect public safety by encouraging people to remain indoors. In certain circumstances, local officials may direct people to go to a community shelter for safety purposes.

As stated above, the City of Riverside has developed extensive emergency plans and resources. The City will promote a high level of multi-jurisdictional cooperation and communication for emergency planning and response management. The General Plan will also provide policies and tools identifying methods of implementing the emergency plan. Implementation of the Project will not result in inconsistencies with evacuation and emergency routes and no impacts are anticipated.

The following policies from the Public Safety Element provide for improved reaction to emergency situations:

- Policy PS- 9.1: Maintain an effective, coordinated and up-to-date community-wide emergency response plan.
- Policy PS-9.2: Support the Riverside Emergency Management Office in coordinating the City's response to disasters, providing public outreach and presentations and assisting residents to prepare for major events.
- Policy PS-9.3: Review and test the City's Emergency Operations Plan periodically to note any deficiencies or practices requiring modification.
- Policy PS-9.4: Ensure that equipment and structures designed to provide emergency disaster services are located and designed to function after a disaster or emergency event, or relocate any such structures which are not adequate to provide emergency services.
- Policy PS-9.5: Provide effective and relevant information to the public regarding disaster preparedness.

- Policy PS-9.6: Conduct regularly scheduled disaster exercises to better prepare Police, Fire and other City employees with disaster responsibilities.
- Policy PS-9.7: Identify actions to reduce the severity and probability of hazardous occurrences.
- Policy PS-9.8: Reduce the risk to the community from hazards related to geologic conditions, seismic activity, flooding and structural and wildland fires by requiring feasible mitigation of such impacts on discretionary development projects.
- Policy PS-10.1: Ensure that Police and Fire service facilities are strategically located to meet the needs of all areas of the City.
- Policy PS-10.2: Consider means to develop joint police and general community facilities within the City.
- Policy PS-10.3: Ensure that public safety infrastructure and staff resources keep pace with new development planned or proposed in Riverside and the sphere of influence.
- Policy PS-10.4: Continue to ensure that each development or neighborhood in the City has adequate emergency ingress and egress, and review neighborhood access needs to solve problems, if possible.
- Policy PS-10.5: Coordinate with local agencies and organizations to educate all residents and businesses to take appropriate action to safeguard life and property during and immediately after emergencies.
- Policy PS-10.6: Improve communications between public safety agencies and other City departments, particularly with regard to new development or annexation areas.
- Policy PS-10.7: Encourage the development of financial programs to improve emergency response services.
- Policy PS-10.8: Investigate and pursue additional funding mechanisms available to fund City services for hazard response and recovery.
- Policy PS-10.9: Maintain a safe and secure, technologically advanced Emergency Operations Center allowing for room to expand as the City grows.

Implementation of the Project policies listed above will enhance the City's emergency response capabilities. However, even without Project implementation, the City will continue a series of standards and practices that contribute to improving emergency response capability. These standards and practices include:

- Continue to update the Emergency Response and Recovery Plan every five years, or more often if conditions warrant.

- Subject all future disaster relief equipment and related structures to the highest level of engineering scrutiny based upon the Uniform Building Code and other applicable regulations.
- Mitigate deficiencies, if any, in the location or construction of the City's disaster and relief equipment and structures.
- Develop interagency mutual response agreements among public service agencies in response to medical emergencies.
- Implement CEQA to assess potential public safety impacts associated with new development. Evaluate potential impacts related to seismic hazards, flooding hazards, hazardous materials, ground and air transportation hazards, fire hazards, crime activity and emergency preparedness.

Implementation of the policies and existing practices cited above will improve the City's ability to respond to a disaster to a less than significant level.

The significance of impacts upon emergency response impact resulting from specific future development projects will be evaluated on a project-by-project basis. If project-level impacts are identified, specific mitigation measures will be required per CEQA.

## **Mitigation Measures**

No significant impact with respect to hazards and hazardous materials will result. Thus, no mitigation is required.

## **Level of Impact after Mitigation**

With adherence to and implementation of the above General Plan policies and standards and practices, the Project's impact to hazards and hazardous materials will be less than significant at the programmatic level.

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